FOR MYSORE STATE

P.W (1956) Department.

Ms SERIES.

G.O. No. 43.11

Dated 17-10-1956

closed
by
Supdt
17/10/56

[Despatch Abstract.]

Port Trusts — Mangalore — Administration — Complaints — Papers Recorded.

GOVERNMENT OF MADRAS.

PUBLIC (INFORMATION AND PUBLICITY) DEPARTMENT.

D.S

Pl. note on PA on next page

ROUND UP OF NEWS AND VIEWS.

FORT ST.GEORGE, DATED 12th JULY, 1956.

ASST. SECRETARY TO GOVERNMENT
5236
13 JUL 1956
PUBLIC WORKS DEPARTMENT

TANJORE TENANTS' AND PANNAIYALS' PROTECTION ACT.

Criticising the extension of the Tanjore Tenants' and Pannaiyals' Protection Act, The Hindu dated the 12th July in its leader observes that if the time limit set is now to be annulled and the tenancy automatically extended, the present Government would be doing something repugnant to the wishes and intentions of the framers of the Act. And they would be undermining the people's confidence in the plighted word of those in authority which is the sure foundation of law and order. The announcement that the Government are considering the question of extension may do a lot of harm by giving a new impetus to subversive elements who have been carrying on a cold war against the owners, big and small, in the approved Russian style of campaigning against the 'kulak'.

TEXTILE PROBLEM.

Commenting on the new textile policy of the Union Government, The Mail dated the 11th July in its leader points out that if export markets are to be re-captured, there will have to be some reassessment of policy in India and especially action will have to be taken to modernise production. The first step in this direction will be possible under the recently announced scheme for the installation of between fourteen and fifteen thousand automatic looms, which will have an out-turn of 350 million yards of cloth, mainly of the medium and coarse varieties, which form the bulk of Indian exports. But that is really only the first step and permission will have to be given to increase still further the automatic looms, for with less than ten per cent in that class competition will continue to be difficult when other countries have a much larger percentage of automatic production.

PENSION FOR TEACHERS:

Referring to the pension scheme sponsored by the State Government, The Mail dated the 11th July in its leaderette remarks that the pension will be comparatively low though, of course, it will afford relief to teachers numbering approximately 90,000. The pension scheme is also combined with a provident fund, to which the Government contributes half an anna in the rupee of the teacher's pay, and the school management and the teacher contribute another half anna and one anna respectively. The paper urges that the scale of pay of teachers should be raised and the Government should be able to do more for education if it curtails or holds over some of the less urgent schemes, such as those for the revival of obsolescent cottage industries.

p.t.o.

PRICE OF RICE.

In the course of its editorial, The Mathrubhoomi dated the 11th July observes that the price of rice has again gone up despite the fair price shops opened in Kozhikode. Since the Government of India are in possession of rice worth 40 crores of rupees and the Government are prepared to market it, some arrangements may be made to tide over the difficulty.

THE MANGALORE PORT TRUST.

Referring to the Mangalore Port Trust, The Navabharatha dated the 10th July observes that the Mangalore Port Trust Board will not be able to achieve anything appreciable as long as it is under the control of the State Port Trust Officer.

BORDER ISSUE.

The Swadesamitran dated the 11th July remarks that the observations of the Chief Minister of Andhra are not at all favourable to solve the border issue.

The Nam Nadu dated the 11th July criticises the Union Government regarding the border issue.

HANDLOOM.

If the Union Commerce Minister is sincere in safe-guarding the interests of handloom weavers, he could help them by way of subsidies to convert the handlooms into power looms, says The Dinathanthi dated the 12th July. Further, the paper adds that it is strange that the Minister has not realised the importance of reserving certain varieties of cloth to be produced by the handlooms.

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KRD/12.7.

P.W. 10 (F.)

Round up of News and Views dated 12.7.56

Please see the Round up of News and Views at PP. 1-2 C.F. and the orders of Secy on the top of P1C.F. With reference to 'AA' on P2C.F. Pub(9+P) may be requested to put up relevant extract from "The Navabharatha" dated 10th July 1956 for examining the ~~taking necessary action~~ action in justification. If it is a vernacular issue, they may also be requested to put up a complete and full translation of the matter.

13/7/56

14.7.56

Pub (9 + P)

D.O. No. S 236-F/56-1
14.7.56

DIRECTOR OF INFORMATION AND PUBLICITY
Cy RA
16 JUL 1956
5862

Kannada Translator may be asked to put up the translation

17.7.56

Pub(9+P) bell

A Complete translation of the matter referred to in the above note and the issue of the New Bharat in which it appeared are put up below. The Case may be returned to P.W.D.

25.7.56

(9+P) U.O. 5862/56-1
26-7-56

26.7

Please see the note of the Pub (9+P) above. P.W.D(F)

A copy of the complete translation in English of the matter may be sent to the S.P.C. and the C.Man.P.T.

ASST. SECRETARY TO GOVERNMENT
5687
27 JUL 1956
PUBLIC WORKS DEPARTMENT

P.T.O.

for urgent remarks. A draft memo is accordingly put up below for approval.

11/8/56

11.8.56

13.8.56

The Mangalore Port Trust Board.

As a result of the unceasing efforts for the past many years on the part of the Kannada Chamber of Commerce, an Act, on the lines of the Tuticorin Port Trust Act was passed by the State Legislature and thus the Mangalore Port Trust Board was established in 1954. The Collector was the President and following representatives were the members of the Board:

One representative of the Southern Railways, one representative of the Customs, four representatives of the Kannada Chamber of Commerce, two representatives of tile owners, two representatives of the Municipality, one representative of the workers, one representative of the 'Machine' owners and two representatives of others.

There were 15 members in all in the Board and it began to function from July 1954 last.

Let us now review the work done by the Board since its inception. The Kannada Chamber of Commerce, hoping that the establishment of a Port Trust Board would be of immense help to achieve all round improvement of the Mangalore port, tried for its creation. At that time researches were being conducted in Poona to ascertain the suitability of the Port for being converted into an all weather Port. Hence it behoves us to adjudge the amount of influence exercised by this Board on the aforesaid researches. No doubt the members of the Board deserve to be thanked for havir wholeheartedly worked with a sense of close cooperation for the development of the port. But when the Port Conservancy Board which was only a Consultative Body of Government, having no powers, converted itself into a Port Trust with full powers, the same degree of change in the attitude of either the then port officer or the staff under him, did not take place, with the result, the port officer and the staff could neither tolerate the criticisms directed against the port administration by the members, nor could they easily accept them. Hence, instead of there being any improvement in the Board's administration, there was deterioration.

A

was deterioration. It has seem that the Port Trust could not freely wield its influence as regards the Poona-research pertaining to Mangalore Port. It was expected that the Port would extricate itself from the holds of the State Port Trust Officer after the constitution of the Trust Board. But the Local Port Officer who is also the Secretary of the Trust has to work under the State Port Officer and all the activities of the Trust are naturally controlled by the latter. The staff supervision work was taken away from his hands and he was only in charge of the developmental and other works. This arrangement has arrested the progress of developmental work. The responsibility of the Trust Secretary is divided between the Trust and the State Port Trust Officer. Hence the Secretary cannot effectively serve the Trust. In the present circumstances it can be said that the position of the Trust Board is more or less the same as that of the old Conservancy Board. Therefore, the words of the Trust did not carry much weight in so far as the poona-experiments were concerned. Eventhough several months have elapsed since the announcement of final results of the Poona-experiments regarding Mangalore Port, they were not published by the Government of Madras. It appears that the Government of Madras have not sent their reply to the telegrams sent from Delhi regarding the subject. Therefore the question of converting Mangalore Port into an all weather Port was not taken up for consideration by the Central Government at Delhi when they discussed the subject a few days ago. The present Port Officer is conducting the affairs efficiently. But we have to say that the purpose with which the Board was constituted, has not been served. The members should bestow their serious thought on this matter and strive for the attainment of the goal with the able guidance of the Port Officer. If the Port Trust is not able to achieve anything more appreciable than what it has done hitherto, we have to say that it has failed of its purpose.

There is little chance of deriving any benefit from the present administrative arrangement. As long as the Port Officer

who is also the Secretary of the Mangalore Port Turst remains under the State Port Trust Officer, the chances of the Trust turning out any work seems to be remote. At least after the formation of the greater Mysore, a separate appointment of a State Port Trust Officer may have to be made as many more ports will be going over to new Mysore State. The Mangalore Port Trust can function effectively if the Port Officer of the Mangalore Port Trust is made responsible only for the Trust Board and if the Trust is enabled to negotiate directly with the State Government without the mediation of the State Port Trust Offic If not, no benefits seem to accrue from the Trust. On the other hand the situation may worsen on account of the Trust incurring more and more administrative expenses and enhancing duties on the articles o exports.

25.7.56.
P.A. (Kannada).

Very Urgent

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P.W.D.(G)

Confdl

Memo No 5336-F/56-2 Dt 14.8.56

Sub: Port Trusts - Mangalore - Article published in "The Navabharatha", Kannada, Weekly daily.

A copy of the complete translation in English of the article on Mangalore Port Trust published in "The Navabharatha" (a Kannada daily) Weekly dated 10th July 1956 is forwarded to the S.P.O. and C.Man.P.T. for urgent remarks

To
The S.P.O.
The C.Man.P.T. } with copy of article

11/8/56

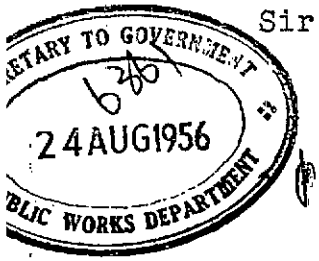
13/8

CONFIDENTIAL:

From
L.H. Cornish Esq.,
State Port Officer,
P.B.No.13, Madras.1.

To
The Secretary to Government,
Public Works Department,
Madras.

C.O.R.No. 57 Dt. 24.8.1956.



Sir,

Sub: Port Trusts - Mangalore - Article published in the "Navabharatha" Kannada daily.

Ref: Confidential Government Memo No. 5236 F/56-2 P.W. dated 14.8.1956.

The State Port Officer exercises neither jurisdiction nor control over the administration of Mangalore Port or in the executive duties of the Port Officer who is Secretary to the Mangalore Port Trust, in fact the State Port Officer is permitted to visit Mangalore once a year so as to enable him to be conversant with Mangalore Port and better able to give an opinion when required by Government.

2. The article appears to imply impatience regarding the further possible development of Mangalore Port. The question of further development of Mangalore or Malpe is already under the consideration of Government.

3. The only correspondence between the State Port Office and Mangalore is in collection of data etc. which has to be submitted by me on a State-wide basis when called for by Government or any adjustment of funds which may be necessary.

Yours faithfully,

State Port Officer.

K7/24.

Special.
confidential.

17 P.W.D (FI)

Memo No 5236. F/56-3 Dt 31.8.56.

Sub: Port Trusts - Mangalore -
Article published in the
"Navabharatha", Kannada
daily.

P II C F

Ref: Govt Memo No 5236-F/56-2
Dt 14.8.56

The Chairman, Mangalore Port is requested to expedite his remarks called for in the Govt Memo cited.

2) The C. Man. P. T. Dtd. 31/8/56
31/8/56

31/8/56

Dnl
31.8.56.

Note:

The letter from the State Port Officer may be filed pending receipt of the remarks of the C. Man. P. T. called for in the memo on P II C.F. and the case will be examined on receipt of the remarks from the C. Man. P. T. The draft reminder ~~Memo~~ above is for approval.

31/8/56

31/8/56

Dnl
31.8.56

MANGALORE PORT TRUST

CONFIDENTIAL.

POST BOX No. 146.

MANGALORE, 5th Sept. 1956.

Ref. No. 9 of 1956
10 SEP 1956
To
PUBLIC WORKS DEPARTMENT

The Secretary to Government,
Public Works Department,
M A D R A S.

Sir,

Sub: Mangalore Port Trust - Article published in 'The Navabharatha', Kannada daily - Remarks -
Ref: Government Memo.No.5236 F/56-2 dated 14-8-1956.

With reference to Government Memo cited, I herewith furnish my remarks on the article published in 'The Navabharatha' Kannada daily.

The Mangalore Port Trust Board was constituted under the Mangalore Port Trust Act, 1953, and took over administration of the Port with effect from 1-10-1954. The establishment of the Madras Port Department, serving at Mangalore Port at the time, has been absorbed in the service of the Board on permanent basis. The Government has been pleased to place the services of a Port Officer of the Madras Port Department at the disposal of the Board as on foreign service without any deputation allowance. Neither the Port Officer, or any of the office staff nor any of the trustees had any previous experience in the working of a Port Trust and in the intial stages, there were some misunderstandings regarding matters of proceedure. These have been gradually over-come and with increased understanding and experience the organisation is expected to functi with greater harmony.

With regard to the development of the Port and the model experiments conducted at the Central Water & Power Research Station, Poon the experiments were commenced before the constitution of the Board at the cost of the Minor Port Fund and the Director, Central Water & Power Research Station, consulted the State Port Officer, in all matters connected with the conduct of the experiments. With the constitution of the Board, the experiments were continued at the cost of the Board, but the Director, Central Water & Power Research Station instead of consulting the Board continued to consult the State Port Officer, as previously, presumably on account of the technical nature of the problems involved. While it is true that copies of the correspondence were generally communicated to the Board and the local Port Officer was always instructed by the State Port Officer to be present at Poona from time to time to watch experiments, there has nevertheless been a feeling in certain quarter that the Board was not being associated with the model experiments to the extent necessary to satisfy local sentiments. The final report (note) of the Director, Central Water & Power Research Station was issued in his No.179/699 dated 20-1-1956 and the recommendations of the Board were communicated to Government in this office letter No.235/56-1 dated 15-2-1956. No final decision has so far been taken by Government and this has given rise to general impatience in certain quarters.

With reference to the concluding para of the article, the statement that the Port Officer who also performs the duties of the Secretary of the Board is under the State Port Officer is not correct. While it is true that the Port Officer belongs to the cadre of Port Officers of the Madras Port Department, his services have been placed at the disposal of the Board on foreign service. The Port Officer as the executive Officer of the Board, carries out the decisions of the Board in all matters and is responsible to the Chairman of the Board and not to the State Port Officer. The

Chairman

Chairman, of the Board does also carries on direct correspondence with the State Government and not through the mediation of the State Port Officer as stated. For administrative reasons, it is however customary for Government to consult the State Port Officer on all Nautical matters and to facilitate that Officer to obtain a correct understanding of local problems, the local Port Officer takes every opportunity to discuss matters with him.

There is a local feeling in some quarters that the State Port Officers have in the past always favoured the case of Malpe in preference to Mangalore for development and but for such preference the development of Mangalore would have been an accomplished fact. The suggestions in article would appear to be based in the light of such feeling.

Yours faithfully,

CHAIRMAN.

BMA/5-9.

P.W.D.(F-1).

(C.No.5236-F/56)

Sub: PORT TRUSTS - Mangalore - Administration Complaints.

English translation on pp5-9 c/f

Ref: Article in Navabharatha, a Kannada Daily, dated 10th July, 1956.

p11 c/f

To the S.P.O. and C.Man.P.T. Memo. No. 5236-F/56-2 dated 14-8-1956.

p13 c/f

From the S.P.O. letter No.C.O.R.57 dated 24-8-1956.

pp17-18 c/f

From the C.Man.P.T. letter No.9.C.56 dated 5-9-1956.

Pl. see pp5-9 c/f

In an Article published in Navabharatha, a Kannada Daily, dated the 10th July, 1956, certain complaints were made in regard to the administration of the Mangalore Port Trust. The remarks of the State Port Officer, and the Chairman, Mangalore Port Trust, thereon are contained in their references on pp.13 and 17-18 c. The main items of complaints are examined in the following paragraphs.

'A' on p5 c/f

2. When the Port Conservancy Board, with no powers, was converted into a Port Trust Board with full powers, the same degree of change in the attitude of either the then Port Officer, or his staff did not take place, and that therefore instead of there being any improvement in the administration there was only deterioration.

'S' on p17 c/f

The Chairman, Mangalore Port Trust, has stated that neither the Port Officer and his staff, nor any of the Trustees had any previous experience in the working of a Port Trust, and that consequently there was some misunderstanding in the initial stages in regard to matters of procedure. He has, however, stated that these

p.t.o.

difficulties have been gradually overcome, and that with increased understanding and experience, the organisation is expected to function with greater harmony. It is submitted that there will be some confusion and misunderstanding in any new organisation at its early stages and it is not therefore strange that the Mangalore Port Trust went through such a phase at the beginning. No action therefore appears called for in regard to this complaint.

3. (i) Even after the constitution of the Port Trust Board, the Port Officer, who is also the Secretary to the Trust Board, continues to work under the control of the State Port Officer; ~~that~~ therefore he is unable to effectively serve the Port Trust Board; ~~that~~ the Port Trust can function effectively, if the Port Officer is made responsible only to the Port Trust Board; and ~~that~~ Port Trust should be enabled to negotiate directly with the State Govt. without the mediation of the State Port Officer.

The Mangalore Port Trust Board was constituted with effect on and from the 1st October 1954 under the provisions of the Mangalore Port Trust Act, 1953. The duty of carrying out the provisions of the said Act, is vested in the Board. The State Port Officer has no jurisdiction over the Port, or its staff or over the Port Trust Board. The Port Trust Board is an independant body answerable to the State Govt. as provided for in the Mangalore Port Trust Act, 1953. The Port Officer, Mangalore, a State Port Deptt. official, has been placed at the disposal of the Mangalore Port Trust, on foreign service terms. The State Port Officer has no control over him. The establishment of the Madras Port Deptt. serving at the Mangalore Port have been absorbed in the service of the Port Trust Board on

a permanent basis, and they have no connection whatsoever with the State Port Deptt. Whenever considered necessary, the State Govt. consult the State Port Officer, on matters relating to the Mangalore Port. The Port Officer, Mangalore, also consults the State Port Officer whenever necessary but this cannot mean that the Port Officer, Mangalore, is subordinate to the State Port Officer. In the circumstances stated above, there is no truth in the allegation that the Port Trust Board and the Port Officer are under the control of the State Port Officer. No action ~~is~~ therefore appears called for in this regard.

4. Eventhough several months have elapsed since the announcement of the final results of the model experiments at the Central Water and Power Research Station, Poona, the State Govt. have not taken any action to publish the results or to send replies to the telegrams received from the Govt. of India on the question.

Though the model experiments relating to the development of the Mangalore Port that were being conducted at Poona have been completed, yet a complete set of the Reports on the experiments ~~have~~ has not so far been received. The Director of the Research Station has been reminded in the matter. On receipt of the complete set of the reports, the question will have to be examined and further action considered necessary, taken. In one of the reports received from the Research Station, it was stated that it would be possible to maintain a dredged channel at the port to admit ships of draft varying from 21 to 24 feet. Based on this report,

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the Mangalore Port Trust Board requested the State Govt. to recommend to the Govt. of India -

(i) the inclusion of the scheme for the development of Mangalore Port into 24 feet all weather port, in the Second Five Year Plan; and

(ii) the immediate~~ly~~ appointment of an Expert Harbour Engineer to prepare necessary plans and estimates for the development of the port.

As it is not desirable nor possible to take a decision on the above question without examining the full report of the Director, Central Water and Power Research Station, Poona, the consideration of the above question has been deferred pending receipt of the complete report on the model experiments. The reports are only technical documents explaining the various experiments carried out and the conclusions ~~arrived therefrom~~, and the question of publishing them does not ~~arise~~ appear to arise at this stage.

Sometime ago, the Govt. of India requested the State Govt. to forward a copy of the report on the model experiments together with the comments of the State Govt. Two complete sets of the reports have been called for and on receipt, one set will be forwarded to India with the remarks of the State Govt. No telegrams were received from the Govt. of India in this regard as alleged in the article.

The State Port Officer has stated that the article appeared to imply impatience regarding the further possible development of the Mangalore Port. The Chairman, Mangalore Port Trust, has stated that there is a local feeling in some quarters that the State Port Officer has in the past always favoured

the case of Malpe in preference to Mangalore for development and that but for such preference the development of Mangalore would have been an accomplished fact; and that the suggestions in the article would appear to be based on such feelings. It may be mentioned that it is incorrect to blame the State Port Officer for the delay in development of Mangalore Port. The Mangalore Model Experiments were completed only recently and it is only after the results are carefully studied that one could come to a definite decision. In one's enthusiasm for developing the Mangalore Port, the defects and drawbacks underlying such development cannot be overlooked The West Coast Port Development Committee appointed by the Government of India for selecting a suitable place for siting an all weather major port on the West Coast between Marmagoa and Cochin, considered the merits and demerits of Mangalore and Malpe for siting such a port, and selected Malpe for the purpose. They considered ~~that~~ Mangalore to be unsuitable for the purpose. It is proposed to leave the question of the development of either Mangalore or Malpe, or both, to the decision of the Government of Mysore.

5. In the circumstances detailed above, it will be observed that the complaints made in the article in Navabharatha are all

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5235F/56

baseless and no action appears called for in regard to any of them.

DP 26912 228

No action is called for in regard to the article in question.

DP 26912 — /S

23/9/56 DRS 24.9.56.

Ur 27.9.56

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H

Rajagopalan C 5/10

in question of developing Mangalore port as an all-weather port may be recommended to one of 9.

5/10

SECRETARY TO GOVERNMENT 6-OCT 1956 PORTS DEPARTMENT

Ur 6.10.56

Submitted that with reference to the order in circulation and the top file, the proposal for the development of Mangalore Port into

* File No. 5221F/5

5236 F/56. 7

an all weather port is being recommended to the govt. of India. In view of this no action appears called for with reference to 'S' on p b ante. The file may be closed and recorded in a C.O. for facility of future reference.

16/10/56.

15.10.56

16.10.56.

C.O.MS.NO 4311 P.W.D. 17.10.56.

Port Trusts - Mangalore -

Administration - complaints -

Papers recorded.

16-10-56.